F. E. Dosch

PACIFIC FRUIT EXPRESS COMPANY

October News Letter

San Francisco, October 29, 1958

P.F.E. Loadings

	1958			1957		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
September	26,011	2,132	28,143	28,995	2,559	31,554
January-Sept.	244,709	24,954	269,663	251,136	22,751	273,887

Car Situation

While national supply of refrigerator cars is ample to protect adequately all business offered, the supply of cars on PFE contract lines has been held to a low figure which during certain periods provided only day to day protection. This has been necessary in order to insure maximum activity of PFE cars. Situation in northern California and Idaho has been extremely close through mid-weeks of October; however, a more liberal supply is in prospect and a more than adequate supply will be the rule during November when surplus cars unloading in East may be offered to foreign lines for loading.

Crop Conditions

Along Southern Pacific -

Oregon: Rogue River pear movement, while steady, has been lighter than expected due to indifferent market demands. Shipping increased somewhat commencing October 20th due to necessity of moving the Bartlett Pears which will not maintain highest quality if held in storage much longer. Klamath Potatoes are moving in light volume to California markets which presently are on the low side. Frozen foods and miscellaneous items are moving from Willamette Valley in normal seasonal volume.

Northern California: Salinas lettuce harvest was on the down grade going into October and by the 15th entered the clean-up stage. Fall and winter vegetables such as celery, cauliflower, broccoli, and artichokes will continue steadily in moderately heavy volume. Stockton District lettuce reached peak production October 15th, but shipping will continue on a declining scale through October. Tokay Grapes from Lodi District had passed peak by October 10th and shipping from storage was the rule by the 15th. Loading will practically be finished by end of month. Late varieties of juice and Emperor Grapes were in heavy volume through October 18th. Shipping will decrease gradually during remainder of month. Tomato

PACIFIC EXPRESS CO.
SACRAMENTO CALIF.

1958 NOV 4 AM 8 19

shipping from Stockton District has maintained a steady, high volume movement for several weeks. Markets have been good and loadings will continue until crops are exhausted or until stopped by rain or frost. Canned goods loading in reefers started from Sacramento, East Bay, and San Jose in a small way October 16th. Reefer loading of this commodity will be light for remainder of month or until colder weather comes as shippers prefer to use D/F or compartmentized box cars.

Southwest District: Willcox lettuce deal which got off to a disappointingly slow start in September, picked up steadily going into October and maintained a steady moderately high volume from October 7th through 16th. Movement will decrease steadily through remainder of month and end early in November. Salt River lettuce which usually commences to move late in October will not get started until first of November due to adverse weather during early growing period having delayed maturity. Citrus loading will continue in light volume next several weeks. Miscellaneous vegetables from Oxnard and Guadalupe areas will increase gradually as late Fall and Winter fields enter production.

T.& N.O.: Heavy rains in Rio Grande Valley and Eagle Pass-Uvalde areas held up farming operations and harvests will be late starting. Peppers were the first produce of new season and got under way by mid-month. Tomatoes, carrots and other vegetables will start in a small way late in October or early in November.

Along Union Pacific -

Idaho: Harvesting of Idaho potatoes progressed satisfactorily through the month and was nearing completion by October 20th. Shipping was heavy from the first, exceeding last year's movement by a fair margin, and from October 8th through 17th loadings exceeded like periods for the past two years. The heavy movement was due in part to the weather being too warm to go into storage and in part to the large crop. Markets have been on the low side ranging from $1.65 to $2.00 and with the advent of cooler weather shipments eased in volume commencing October 18th. Onion movement from western Idaho has been steady and should continue in fair volume into November.

Northwestern District: Apple and pear loading is running below that of last year due to smaller crops and unfavorable markets. Beer loading in Seattle-Tacoma area is also lower than usual due to greater use being made of box cars. Other miscellaneous items will continue in normal seasonal volume.

Eastern District: Colorado vegetables are moving normally and slightly heavier than last year. Potatoes from Colorado were finished early in the month and movement from September and October also was above that of last year. Shipping from Kansas City-Omaha areas consisting of dressed poultry, storage prunes, and miscellaneous will continue in normal volume.

- - - - - -

Development, including tests, in connection with refrigerating units in mechanical cars is now being centered under the jurisdiction of Mr. E. F. Gaebler, Chief Engineer, who will closely coordinate these activities with the Car Department, under the jurisdiction of Mr. G. P. Torburn, as they affect car design, repairs, etc. Mr. R. F. McKee, Assistant Chief Engineer, is in direct charge of test and development work on refrigerating units. Mr. J. F. Jones, Assistant Engineer, Car Department, has been transferred to the Engineering Department to assist Mr. McKee.

The following principal projects in connection with test and development work are underway at the present time:

1. In an attempt to reduce the initial cost and simplify the operation and maintenance of mechanical car refrigeration units, we are working with several manufacturers in the development of a direct drive unit where the diesel engine is connected directly to the compressor. A small generator for the condenser and evaporator fans would be belt driven from the engine shaft. A unit built by Carrier Corporation is now installed in PFE 300764 and has completed two trips with frozen loads. Other direct drive systems are being considered and it is expected these will be tested sometime soon.

2. Comprehensive tests have been made of the air flow patterns in the 40-ft. and 50-ft. cars constructed this year. As a result, new fan discharge vanes have been installed over the outlet of the evaporator fans in the plenum chamber on all new 40-ft. cars, which has resulted in a more uniform distribution of air in the ceiling plenum chamber. At the same time, in an endeavor to promote faster pull-down of temperatures in warm commodities with the existing refrigeration capacity, ceiling plaques or diffusers in the 40-ft. cars have not been installed. Tests made with this configuration show the rate of temperature pull-down approaches that of the ice bunker car.

A continuing effort is being made to improve existing equipment as well as develop the best possible equipment for future cars. Our field people have been most cooperative and helpful in assisting in test work on the shipping end, enroute and on the receiving end. If at any time you have questions, suggestions or ideas regarding test equipment and new developments, do not hesitate to make them known to your immediate supervisor, who in turn will see they are passed on to our engineers for consideration. Shipper-receiver comments are also solicited.

- - - - - -

It is with deep regret we note the sudden passing on October 26th of Mr. J. M. Hansen, District Agent at Pocatello. Mr. Hansen's entire service with P.F.E. starting in 1922, was in the Idaho territory, where he built up an enviable record in the perishable transportation field and in community civic affairs.

- - - - - - -

It is also with deep regret that we advise you of the passing on

October 29th of Mr. R. B. Mitchell, PFE Agent at Watsonville Junction. "Mitch," as he was affectionately called by all who came in contact with him, served the PFE diligently from May 11, 1925, when he entered our service. He will be missed not only by his fellow PFE employes but also by railroad people, perishable shippers, and the community where he lived and which he also served well by the holding of public office.

- - - - - - - -

Chas. Ahern

Vice President & General Manager